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*Trade of the Delaware District before the Revolution.* By MARY ALICE HANNA. Smith College Studies in History, Vol. II, No. 4. (Northampton, Mass. 1917. Pp. 239-348. 50 cents.)

I do not think that Miss Hanna was well advised in publishing the results of her investigation in their present form. The subject is an important one, the plan of the author is well conceived, and the material, much of it from the Public Record Office, is of the right kind and substantial, yet the paper here presented is not a finished treatise, but a fragmentary and incomplete outline of a subject that is too complicated for a beginner and too big for inclusion in a brochure of scarcely more than ninety pages.

The topic that Miss Hanna originally selected for investigation was the trade of the Philadelphia district, that is, of Philadelphia and its surrounding country, the Lower Counties, and part of New Jersey, and she planned to limit her study to the years from 1763 to 1773. What she has printed is a rapid survey of Philadelphia trade from the beginning, followed by a series of chapters on British commercial policy and methods of trade control, in which the main subject is in a measure lost to sight amid a body of details relating to vice-admiralty courts, the customs service, manufacturing, the fee-system, and the non-importation movement. These are large topics, each of which is in itself sufficient for a monograph.

Much of the information furnished is new and of real value and the references and appendices are bound to be of service to any one working in the field, but the text is not well written. Miss Hanna's style is indistinct and her sequences often far from clear. She has firm convictions on many points, but so brief is her treatment and so incomplete her evidence that it is sometimes difficult to follow her argument or to discover the process of reasoning by which she attains her conclusions. It is hard to see how even in a compendious account of the vice-admiralty system the re-organization of 1768 could be left out, or how any reasonable knowledge of the non-importation movement could permit the statement that the Philadelphia merchants were the last to coöperate and the last to withdraw. The difficulties arising from so brief a treatment of trade legislation appear in all that is said of the parliamentary measures of 1764, 1765, and 1766.

In her researches at the Public Record Office and elsewhere, Miss Hanna has brought to light many useful and contributory documents and pamphlets and has placed students of the subject in

her debt by calling attention to many helpful sources of information. I, in particular, am grateful for the reference to the Philadelphia non-importation agreement of March 10, 1769, for a copy of which I have looked in vain, and I would like further to know where to find the text of the agreement of February 6 of the same year, which has also eluded me. In fact, so much good material has gone into the making of this essay that Miss Hanna is well prepared to begin its reconstruction on a much larger scale. I wish that she might make first of all a more thoroughgoing study of the actual trade conditions of Philadelphia and its adjacent areas of supply and distribution, covering not only the immediate neighborhood but the western shore of Maryland and also the eastern shores of Maryland and Virginia. Much information could be obtained from merchants' letter-books and accounts, shipping lists, and contemporary newspapers and diaries. Intensive studies of this character, dealing with small and well integrated fields, are greatly needed at the present stage of work in colonial commercial history.

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*Economic History of Wisconsin during the Civil War Decade.*

By FREDERICK MERK. Publications of the State Historical Society of Wisconsin. Studies, Vol. I. (Madison, Wis.: Published by the Society. 1916. Pp. 414. \$2.00.)

An important contribution to the economic history of the Civil War period is made by this book. The fifteen chapters deal with agriculture, lumbering (two chapters), mining, manufacturing, labor, banking, trade, railroad farm mortgages, railroad construction, railroad consolidation, the anti-monopoly revolt, the genesis of railroad regulation, commerce of the upper Mississippi, and the commerce of the Great Lakes. Much material has been brought together, so much, indeed, that one feels the need of a summary presentation of some of the more important features of the period. The author has an interesting style and he has succeeded in putting this mass of economic data into very readable form.

There is a slight tendency to treat rather fully the spectacular features and not give sufficient attention to other less conspicuous but more fundamental phases of the period. For example, in the first chapter less attention might have been given to some of the